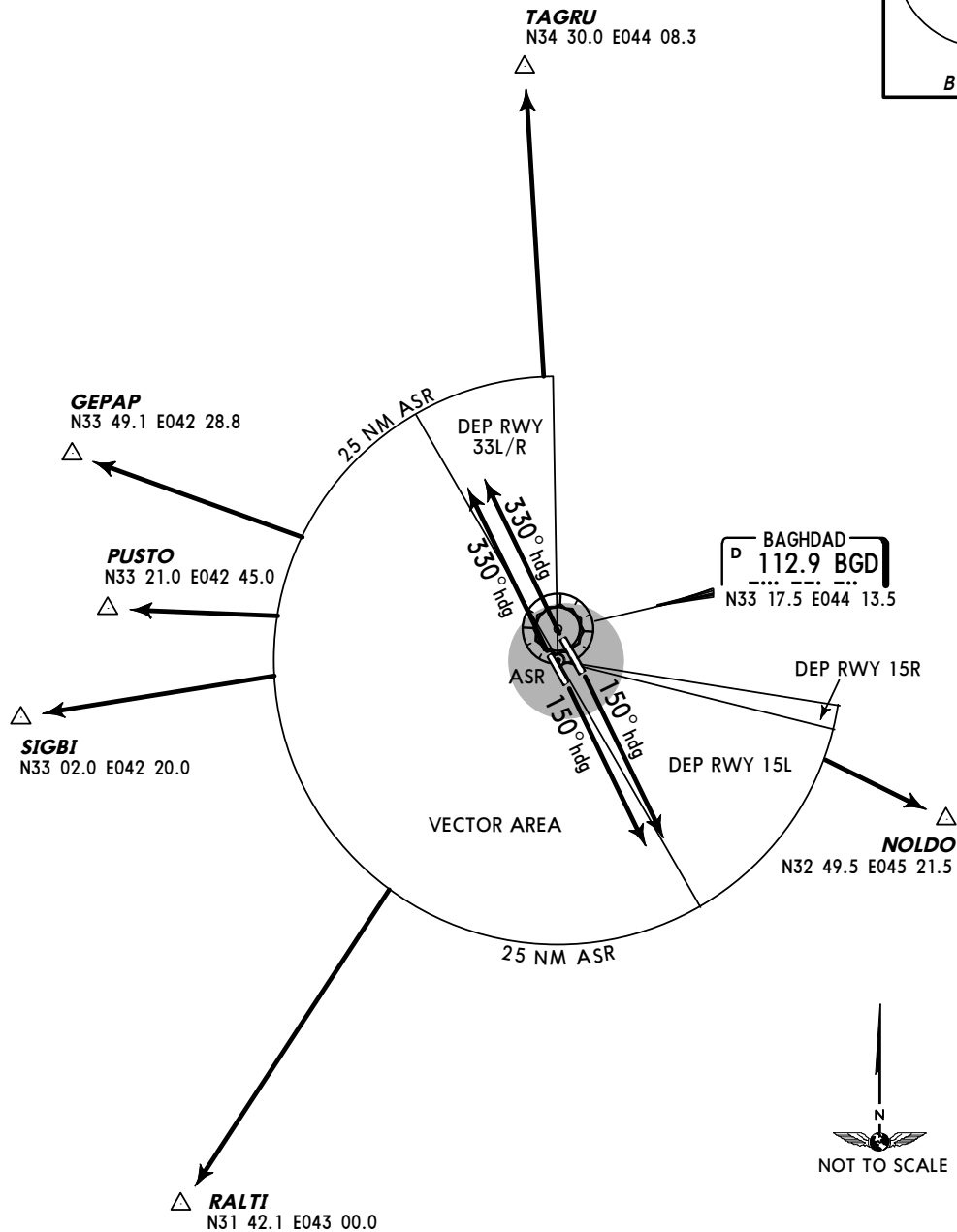
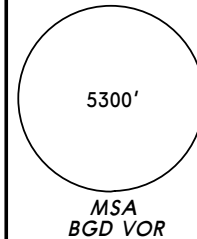


BAGHDAD
Departure
128.2

Apt Elev
114'

Trans level: FL150 Trans alt: 14000'
RANDOM NOISE ABATEMENT DEPARTURE TRACKS (RNADTS):
Following this procedure minimizes deviation from the idealized track. Anticipate RNADT omnidirectional no wind heading assigned by ATC. ATC will issue a wind corrected heading prior to take-off. If no heading is assigned, fly runway heading.
Maintain V2+10 until leaving 3000', then fly best rate of climb until reaching 12000' (Turbojets)/ 8000' (Turboprops). Maintain 12000' (Turbojets)/ 8000' (Turboprops) initially or requested levels, if lower. Expect further clearance to filed FL 10 min after departure. Maintain heading as assigned by ATC until cleared to appropriate transitional waypoint, thence via preferential route as published. Radar required

BAGHDAD ONE RWYS 15L/R, 33L/R DEPARTURE



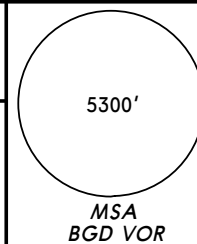
Cross DER at or above 520'.

RWY	ROUTING	
15L/R	Climb on 150° heading to	5300', expect radar vectors.
33L/R	Climb on 330° heading to	5300', expect radar vectors.

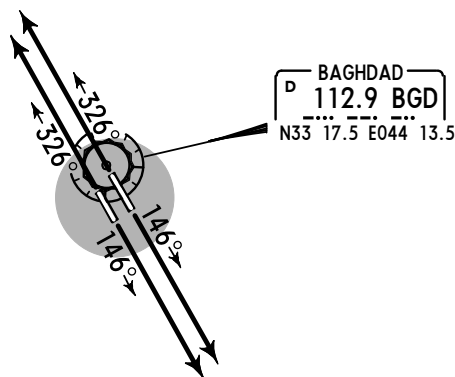
CHANGES: New chart.

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BAGHDAD Departure 128.2	Apt Elev 114'	Trans level: FL150 Trans alt: 14000'
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OBSTACLE
RWYS 15L/R, 33L/R DEPARTURE



OBSTACLES

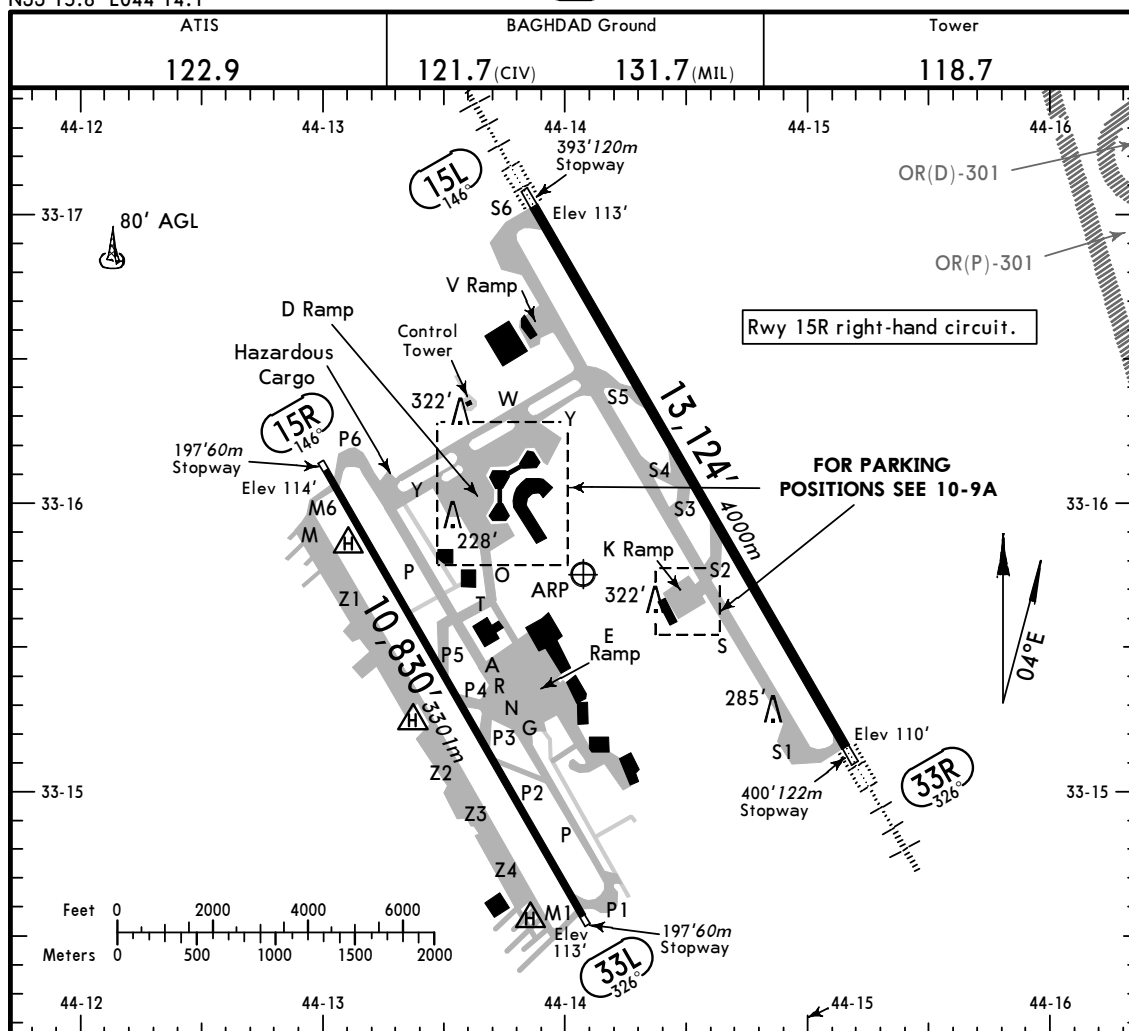
Rwy 33L: Antenna 2.1 NM from DER, 3181' RIGHT of centerline, 150' AGL/264' MSL.
Rwy 33R: Pylon 2.5 NM from DER, 5063' RIGHT of centerline, 115' AGL/237' MSL.
Standard take-off minimums.

RWY	ROUTING
15L	Climb on 146° track to 600' , before proceeding on course. Avoid sector 015° clockwise 095°.
15R	Climb on 146° track to 700' , before proceeding on course. Avoid sector 015° clockwise 090°.
33L	Climb on 326° track to 1000' , before proceeding on course. Avoid sector 019° clockwise 083°.
33R	Climb on 326° track to 1200' , before proceeding on course. Avoid sector 009° clockwise 085°.

ORBI/BGW
Apt Elev 114'
N33 15.8 E044 14.1

JEPPesen
24 JUN 11 (10-9) Eff 30 Jun

BAGHDAD, IRAQ
BAGHDAD INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
15L ① 33R	HIALS-II REIL HIALS-II		12,030' 3667m		197' 60m
15R ② 33L					148' 45m

① Rubber build up on rwy 15L/33R obscure the centerline and may cause reduced braking capability in wet conditions.

② Solar airfield light system, nonstandard light. Use caution during low visibility/night operations.

Military

TAKE-OFF

All Rwys

STD

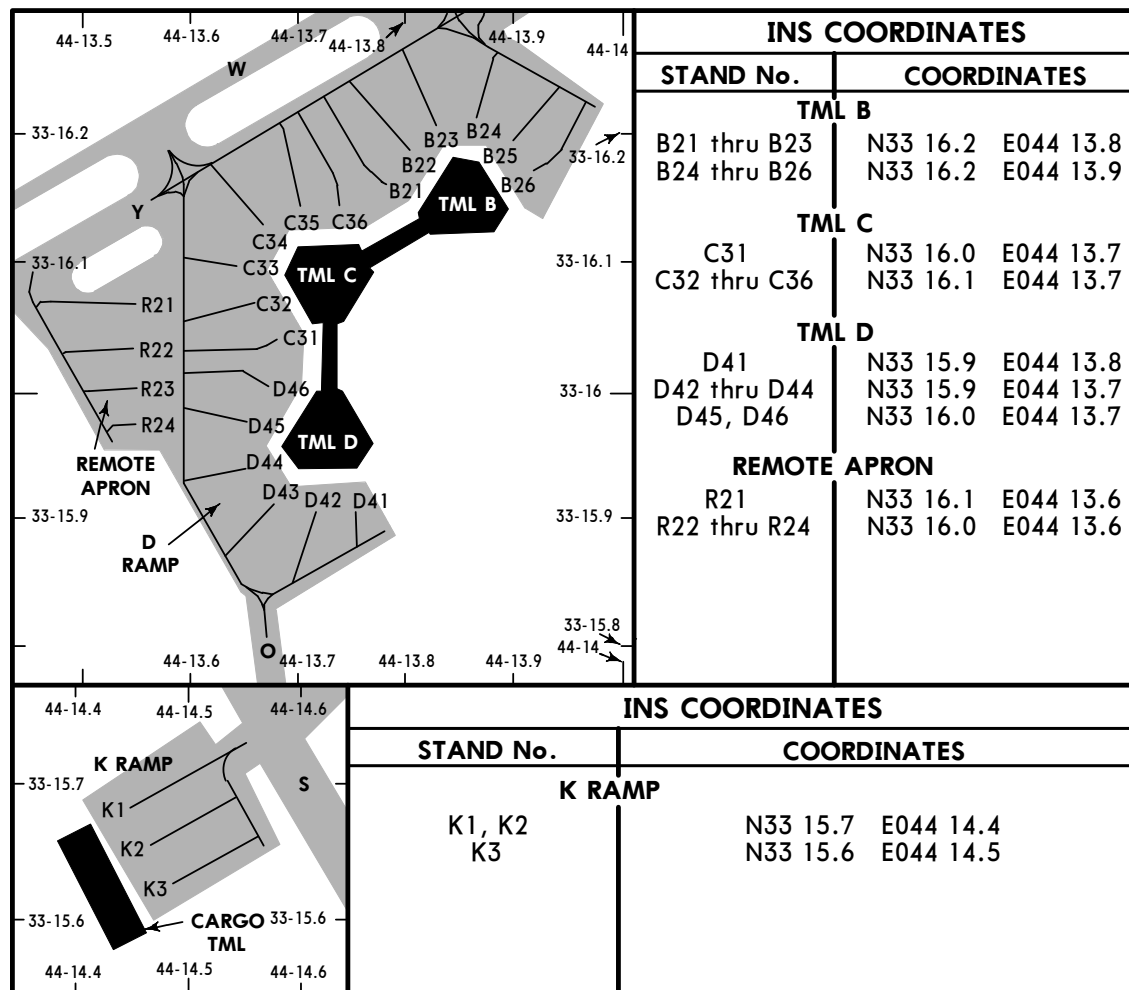
1

1/2

CHANGES: Taxiway designations. Stopways. Notes. Minimums.

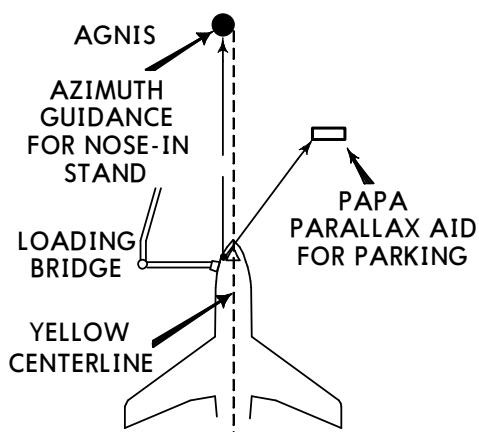
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TRAINING PURPOSES ONLY



All stands are push-back.

NOSE-IN PARKING PROCEDURES



GENERAL

The visual guidance system for nose-in parking positions consists of the following elements:

1. AZIMUTH GUIDANCE FOR NOSE-IN STANDS (AGNIS)
2. PARALLAX AID FOR PARKING OF ACFT (PAPA)
3. YELLOW STAND CENTERLINE

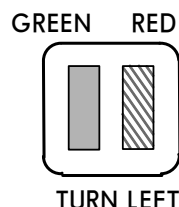
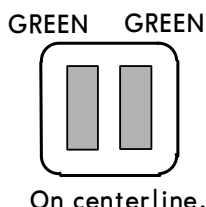
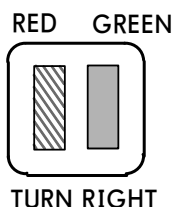
CAUTION

The system is aligned with the LEFT hand pilot seat only. In case of AGNIS failure, nose-in positioning will be guided by marshaller.

NOTE: Nose-in parking aircraft (on push-back position) have to use towing truck when leaving parking position.

AZIMUTH GUIDANCE FOR NOSE-IN STANDS (AGNIS)

Approach the parking position along the yellow centerline so that both vertical slots in the AGNIS show GREEN. Adjustments to left or right shall always be made towards the GREEN.



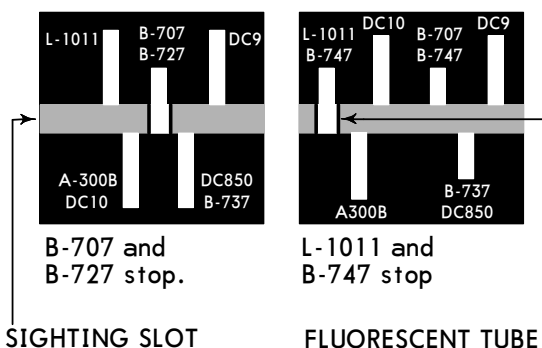
PARALLAX AID FOR PARKING OF ACFT (PAPA)

The aircraft is stopped at the correct position by means of the PAPA. When the fluorescent tube, visible through the horizontal slot in the PAPA board, registers in line with the appropriate vertical reference marker strips, the aircraft has reached the correct stopping position.

CAUTION

Be sure to select the correct vertical reference mark corresponding to your type of aircraft. PAPA board layouts are different for the various nose-in parking positions.

AGNIS CENTRE LINE GUIDANCE STOP ELEMENT - MARKER BOARD



STRAIGHT-IN RWY		A	B	C	D
15L	ILS	410' (297')	410' (297')	410' (297')	410' (297')
		ceil 300'- 1200m	ceil 300'- 1200m	ceil 300'- 1200m	ceil 300'- 1200m
	<i>ALS out</i>	ceil 300'- 1600m	ceil 300'- 1600m	ceil 300'- 1600m	ceil 300'- 1600m
	LOC DME	610' (497')	610' (497')	610' (497')	610' (497')
		ceil 500'- 1000m	ceil 500'- 1200m	ceil 500'- 1200m	ceil 500'- 1600m
	<i>ALS out</i>	ceil 500'- 1600m	ceil 500'- 1600m	ceil 500'- 2000m	ceil 500'- 2400m
	VOR DME	610' (496')	610' (496')	610' (496')	610' (496')
		ceil 500'- 1000m	ceil 500'- 1200m	ceil 500'- 1200m	ceil 500'- 1600m
	<i>ALS out</i>	ceil 500'- 1600m	ceil 500'- 1600m	ceil 500'- 2000m	ceil 500'- 2400m
15R	RNAV	660' (546')	660' (546')	660' (546')	660' (546')
		ceil 600'- 1600m	ceil 600'- 1600m	ceil 600'- 2400m	ceil 600'- 2800m
33L	RNAV	620' (507')	620' (507')	620' (507')	620' (507')
		ceil 600'- 1600m	ceil 600'- 1600m	ceil 600'- 2400m	ceil 600'- 2400m
33R	ILS	310' (200')	310' (200')	310' (200')	310' (200')
		ceil 200'- 800m	ceil 200'- 800m	ceil 200'- 800m	ceil 200'- 800m
	<i>ALS out</i>	ceil 200'- 1200m	ceil 200'- 1200m	ceil 200'- 1200m	ceil 200'- 1200m
	LOC DME	520' (410')	520' (410')	520' (410')	520' (410')
		ceil 500'- 900m	ceil 500'- 1000m	ceil 500'- 1200m	ceil 500'- 1400m
	<i>ALS out</i>	ceil 500'- 1600m	ceil 500'- 1600m	ceil 500'- 2000m	ceil 500'- 2000m
	VOR DME	540' (430')	540' (430')	540' (430')	540' (430')
		ceil 500'- 900m	ceil 500'- 1000m	ceil 500'- 1200m	ceil 500'- 1400m
	<i>ALS out</i>	ceil 500'- 1600m	ceil 500'- 1600m	ceil 500'- 2000m	ceil 500'- 2000m

CIRCLE-TO-LAND	95 KT	120 KT	140 KT	165 KT
Not authorized East of Rwy 15L/33R	700' (586')	740' (626')	840' (726')	860' (746')
	ceil 600'- 1900m	ceil 700'- 2800m	ceil 800'- 3700m	ceil 800'- 4600m

TAKE-OFF RWY 15L/R, 33L/R

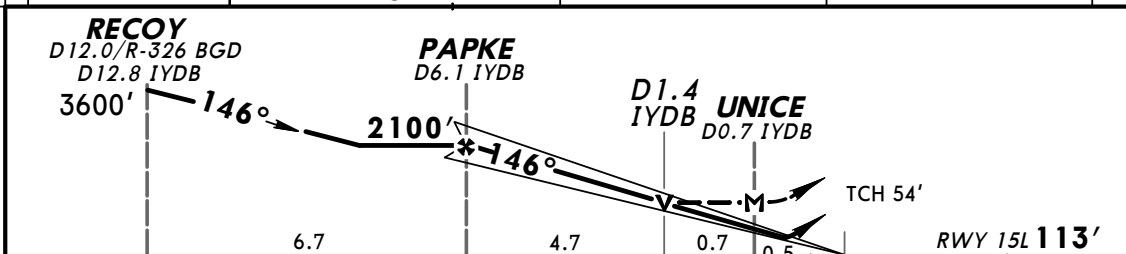
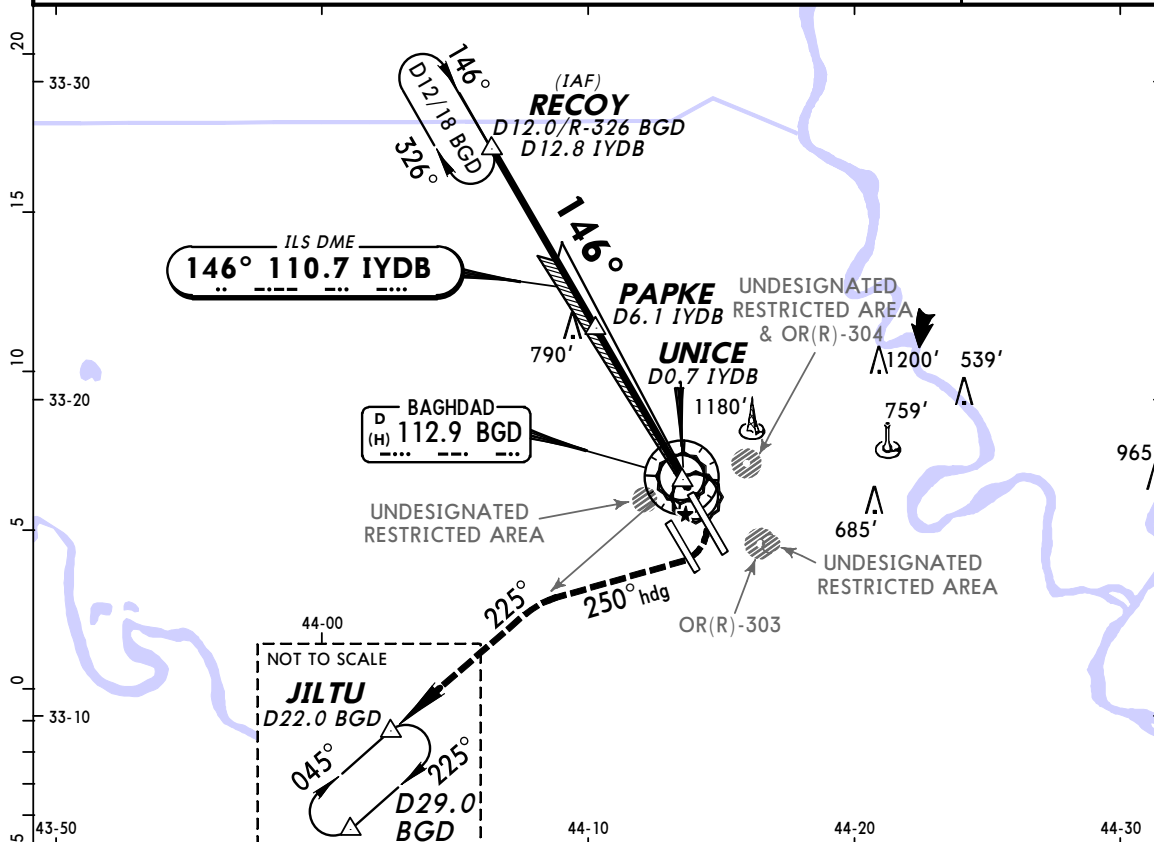
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200' - 800m		
B			
C			
D			

ORBI/SDA
BAGHDAD INTL

JEPPESEN
1 MAY 09 (11-1)

BAGHDAD, IRAQ
ILS or LOC DME Rwy 15L

BRIEFING STRIP™	ATIS 122.9		BAGHDAD Approach 128.2		BAGHDAD Tower 118.7		Ground 121.7 (CIV) 131.7 (MIL)	
	LOC IYDB 110.7	Final Apch Crs 146°	GS PAPKE 2100' (1987')	ILS DA(H) 410' (297')	Apt Elev 114'	<div>5300'</div> <div>MSA BGD VOR</div>		
	RWY 113'							
	MISSED APCH: Climb to 620', then climbing turn RIGHT to 5300' via heading 250° and R-225 BGD to JILTU/D22.0 BGD and hold. Continue climb in holding to 5300'.							
	Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 150 Trans alt: 14000' 1. RADAR and DME required. 2. CAUTION: Procedure not authorized if aerostat is aloft, contact ATC for further info.							



Gnd speed-Kts	70	90	100	120	140	160	<div>HIALS-II</div> <div>REIL</div> <div></div>	620'	5300'	250°	BGD
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861		<div>↑</div>	<div></div> via	hdg	and 112.9
MAP at UNICE/D0.7 IYDB											
R-225											

STRAIGHT-IN LANDING RWY 15L				CEILING REQUIRED		CIRCLE-TO-LAND	
ILS DA(H) 410' (297')		LOC (GS out) MDA(H) 610' (497')		Not authorized East of Rwy 15L/33R			
FULL		ALS out		Max Kts	MDA(H)	CEIL-VIS	
TERPS A	300'- 1200m	300'- 1600m	500'- 800m	90	700' (586')	600'- 1900m	
			500'- 1600m	120	740' (626')	700'- 2800m	
			500'- 1200m	140	840' (726')	800'- 3700m	
			500'- 1600m	165	860' (746')	800'- 4600m	

CHANGES: Procedure. Minimums.

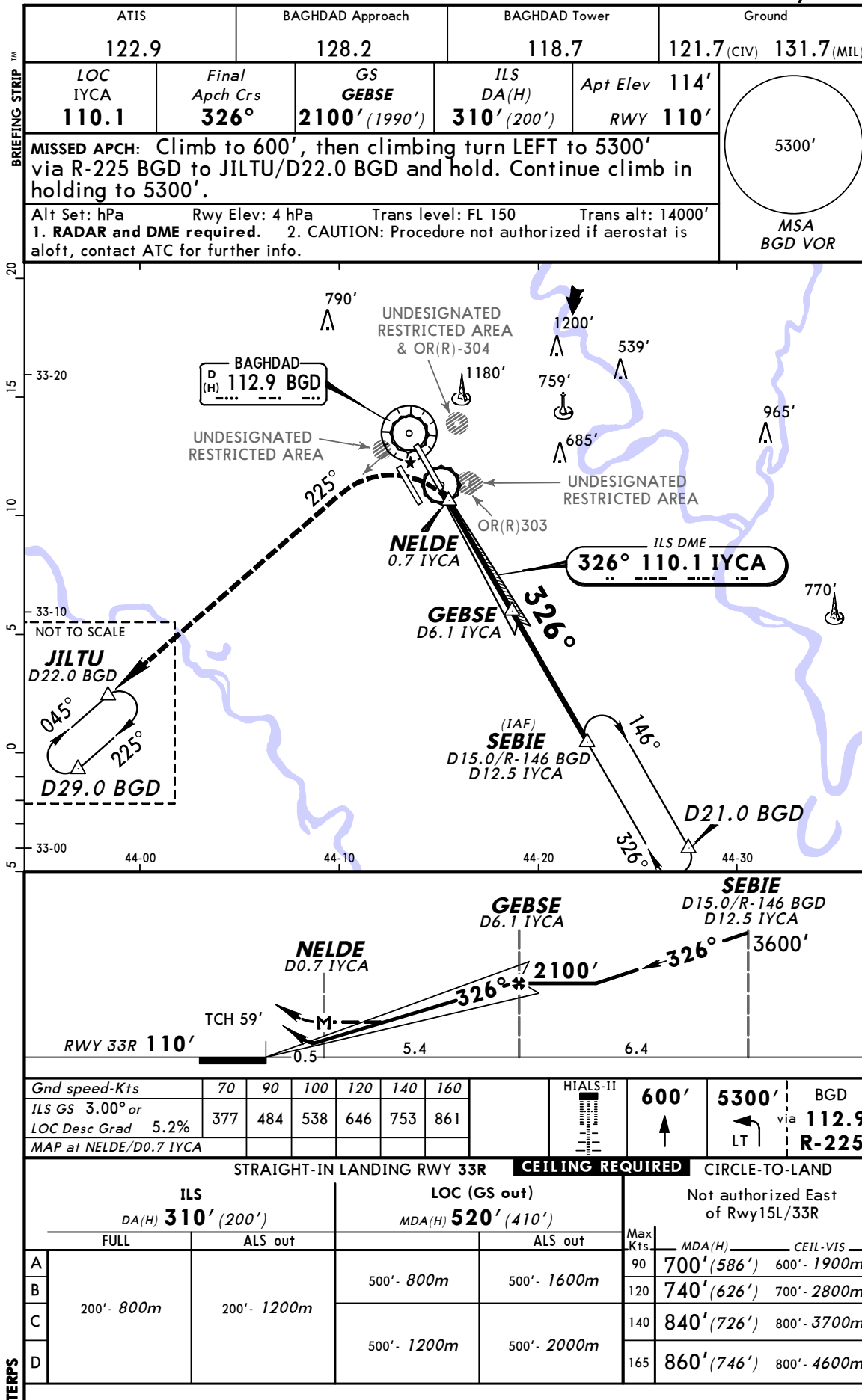
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BAGHDAD INTL

JEPPESSEN
1 MAY 09 (11-2)

BAGHDAD, IRAQ
ILS or LOC DME Rwy 33R



CHANGES: Procedure. Minimums.

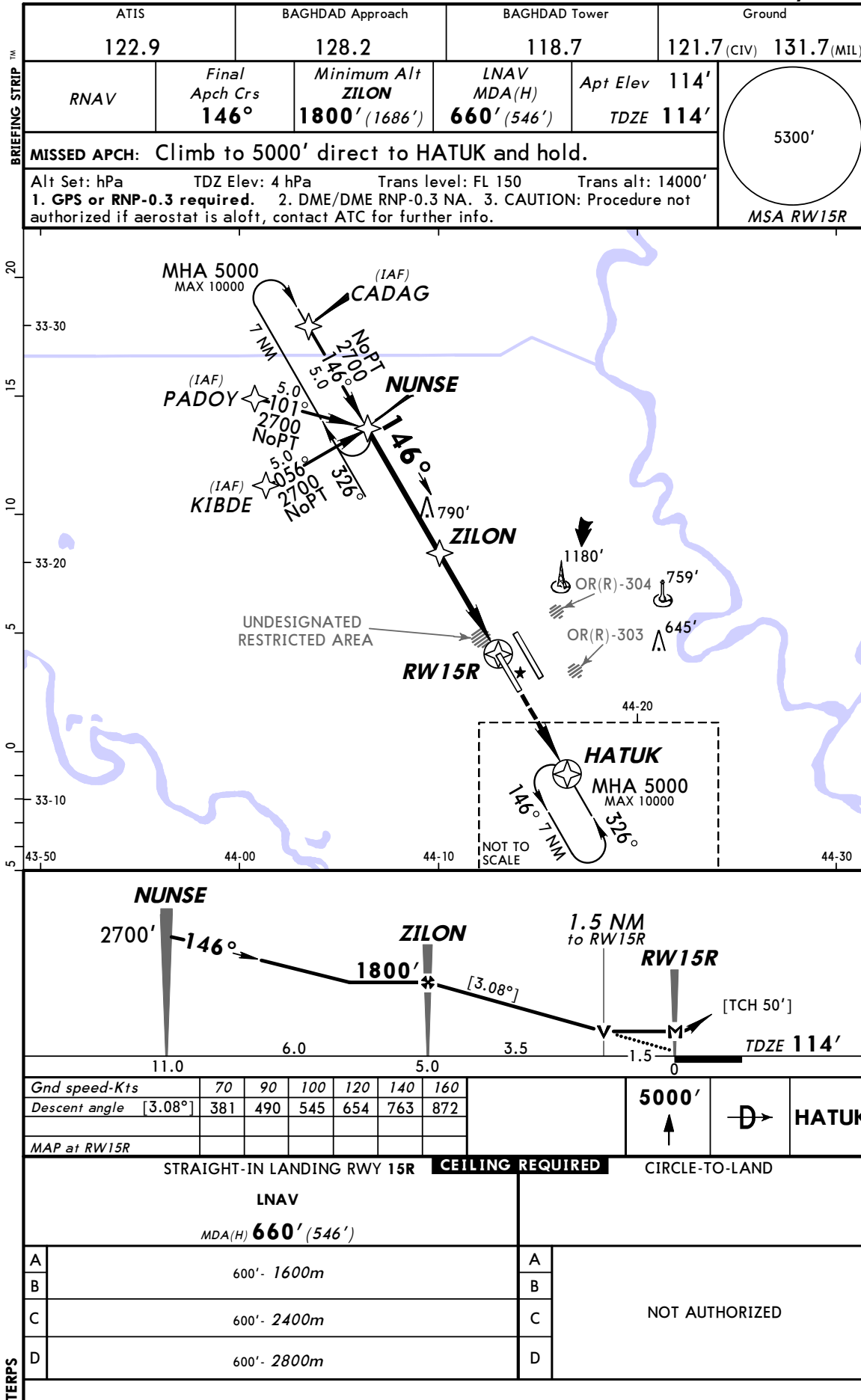
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BAGHDAD INTL

JEPPESEN
21 NOV 08 (12-1)

BAGHDAD, IRAQ
RNAV (GPS) Rwy 15R



CHANGES: IATA code.

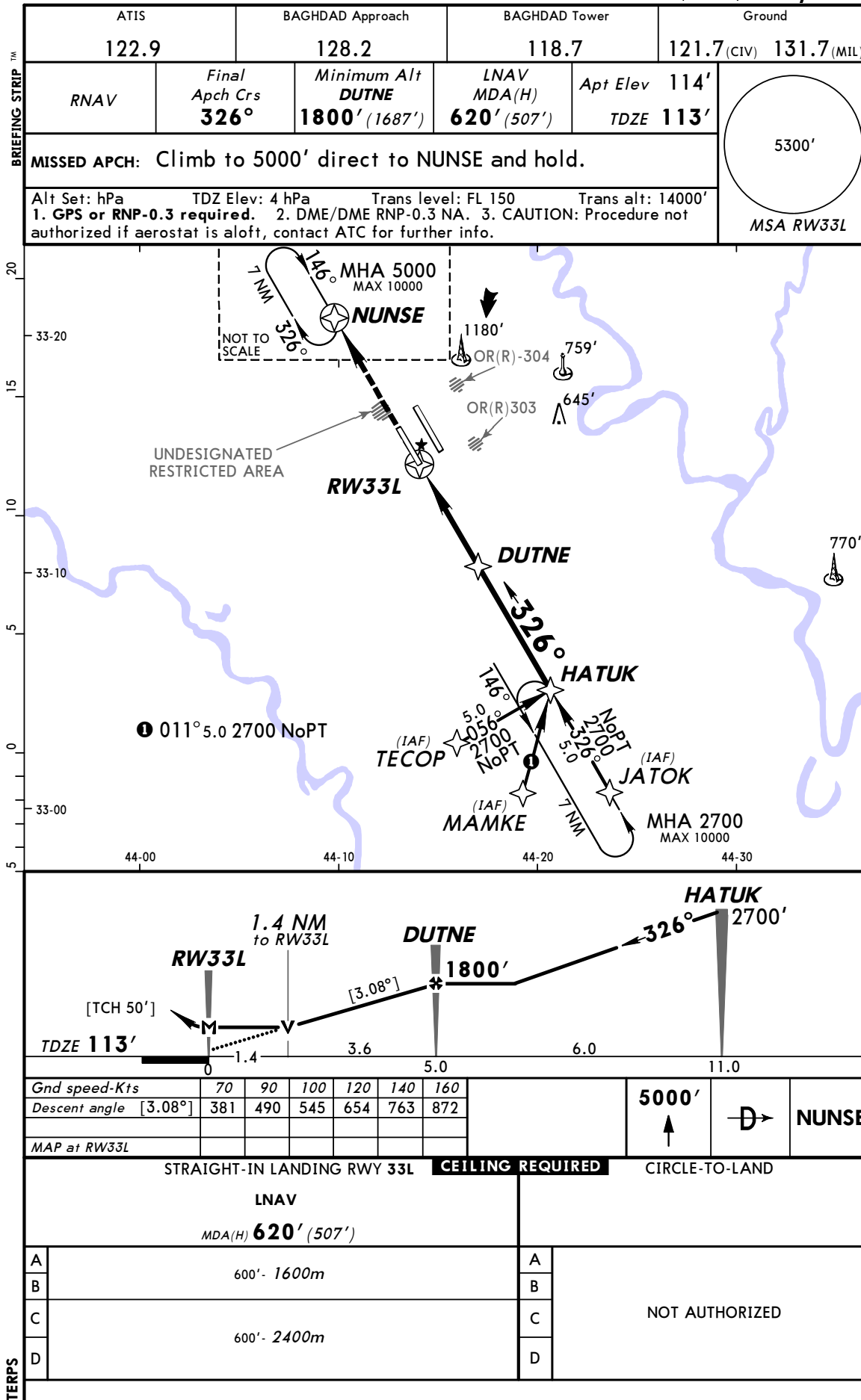
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BAGHDAD INTL

JEPPESSEN
21 NOV 08 (12-2)

BAGHDAD, IRAQ
RNAV (GPS) Rwy 33L



CHANGES: IATA code.

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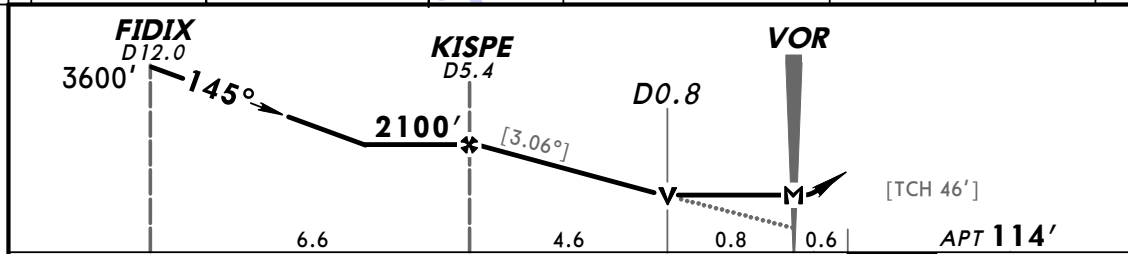
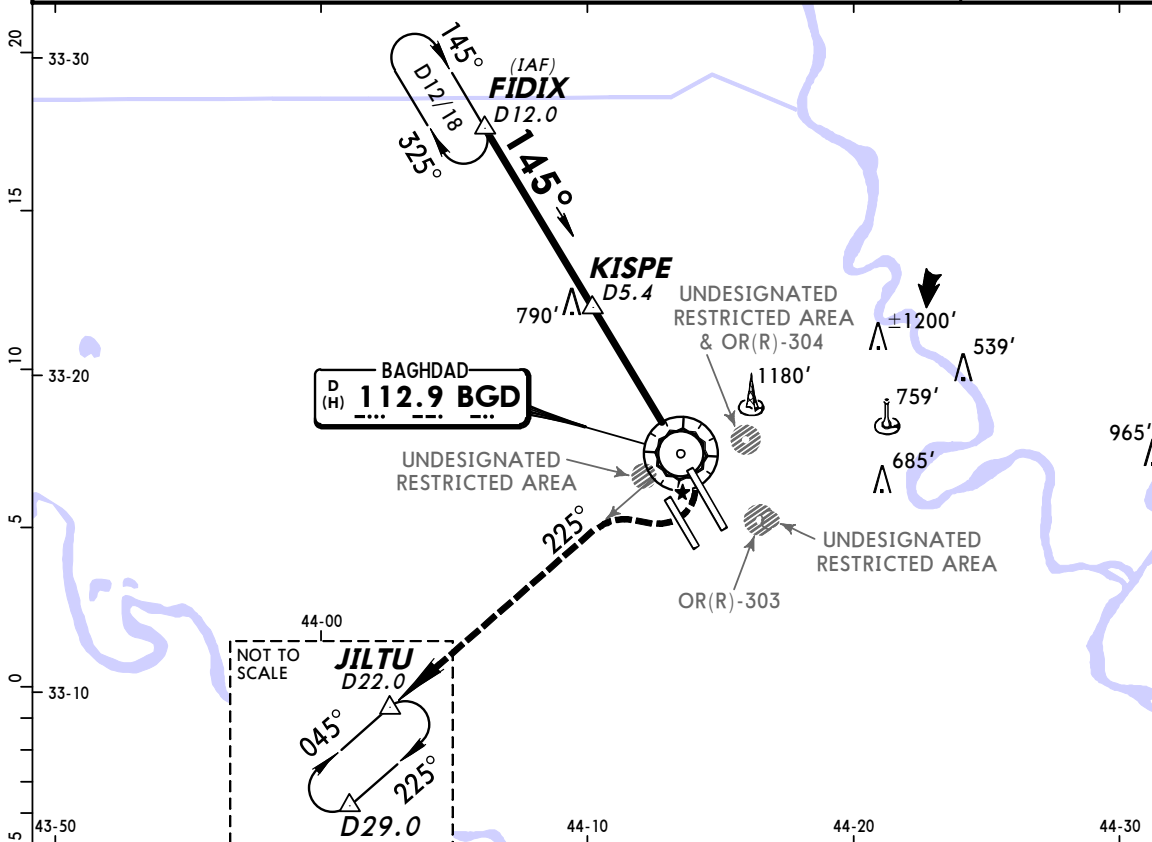
ORBI/SDA
BAGHDAD INTL

JEPPESSEN
1 MAY 09 (13-1)

BAGHDAD, IRAQ
VOR DME Rwy 15L

BRIEFING STRIP™

ATIS 122.9		BAGHDAD Approach 128.2		BAGHDAD Tower 118.7		Ground 121.7 (CIV) 131.7 (MIL)				
VOR BGD 112.9		Final Apch Crs 145°		Minimum Alt KISPE 2100' (1986')		MDA(H) 610' (496')		Apt Elev 114'		<div>5300'</div> <div>MSA BGD VOR</div>
MISSED APCH: Climbing turn RIGHT to 5300' via R-225 to JILTU/ D22.0 and hold. Continue climb in holding to 5300'.										
Alt Set: hPa Apt Elev: 4 hPa Trans level: FL 150 Trans alt: 14000' 1. RADAR required. 2. CAUTION: Procedure not authorized if aerostat is aloft, contact ATC for further info.										



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="text-align: center;"> 5300' via RT </div> <div style="margin-left: 10px;"> BGD 112.9 R-225 </div> <div style="margin-left: 10px;"> JILTU D22.0 </div> </div>
Descent gradient 5.35% or	379	487	541	650	758	866	
Descent angle [3.06°]							

STRAIGHT-IN LANDING RWY 15L			CEILING REQUIRED	CIRCLE-TO-LAND	
MDA(H) 610' (496')				Not authorized East of Rwy15L/33R	
	ALS out	Max Kts	MDA(H)	CEIL-VIS	
A	500'- 800m	90	700' (586')	600'- 1900m	
B	500'- 1600m	120	740' (626')	700'- 2800m	
C	500'- 2000m	140	840' (726')	800'- 3700m	
D	500'- 2400m	165	860' (746')	800'- 4600m	

CHANGES: Minimums.

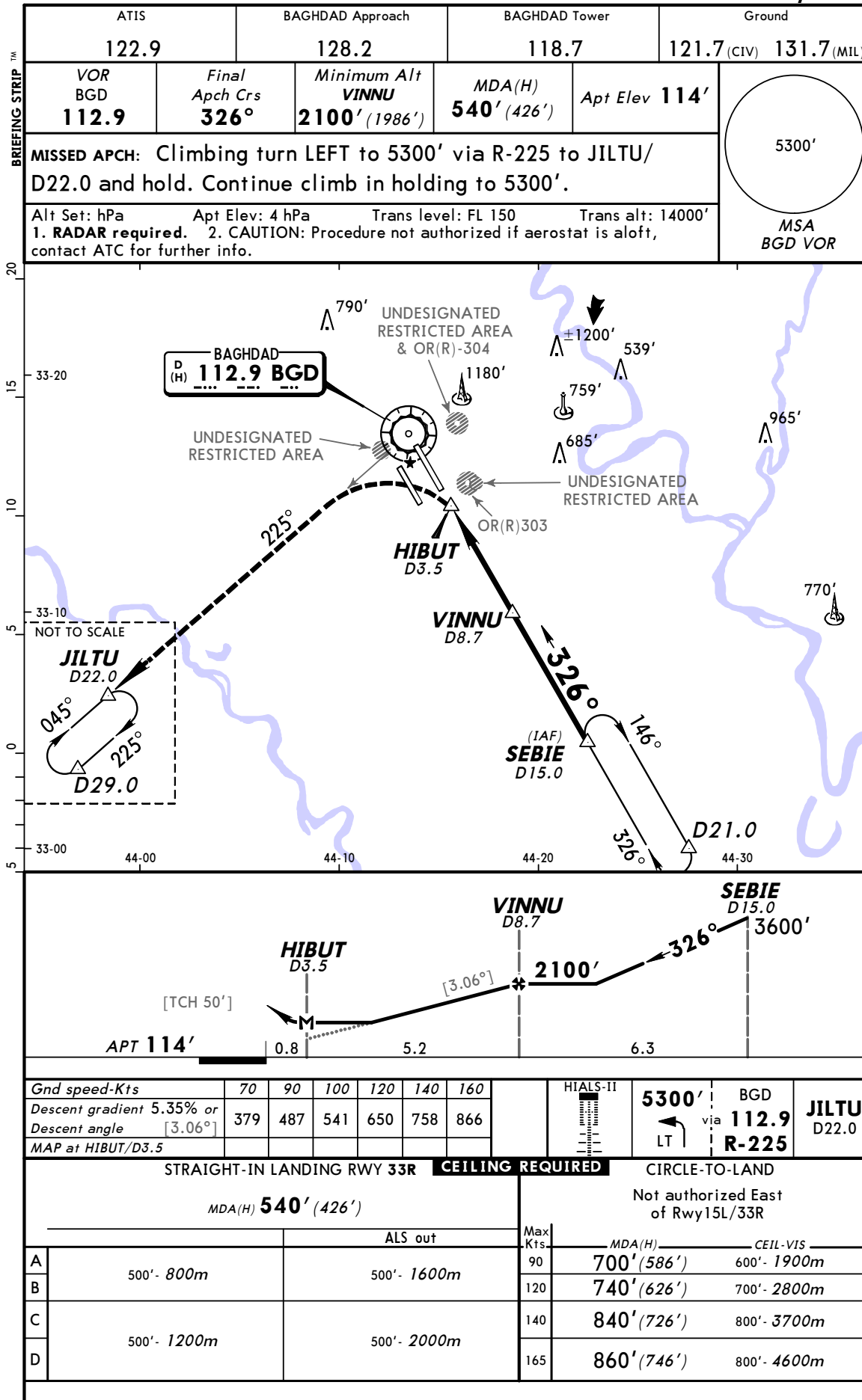
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BAGHDAD INTL

JEPPESEN
1 MAY 09 (13-2)

BAGHDAD, IRAQ
VOR DME Rwy 33R



CHANGES: Procedure. Minimums.

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